

**AMENDMENTS TO THE SPECIFICATION**

1. Please the replace the section header and paragraph beginning on page 1, line 1 and continuing through page 2, line 2 with the following section header and paragraph:

~~Background of the Invention~~

(1) ~~Field of the Invention.~~

The present ~~invention disclosure~~ pertains to an aerodynamic vehicle having a variable geometry wing. More specifically, the present ~~invention disclosure~~ pertains to an aerodynamic vehicle that is comprised of a pair of forward wing sections and a pair of rearward wing sections that are connected together by four pivot assemblies as a four-bar linkage. The four-bar linkage surrounds an opening provided between the forward wing sections and rearward wing sections. Movement of the wing sections varies the cumulative area of the wing sections, and adjusts the shape of the opening between the forward wing sections and rearward wing sections Movement of the wing sections improves the aerodynamic performance of the vehicle and allows the wing sections to assume optimum configurations for operation of the vehicle at high speed and low speed.

2. Please replace the section header and paragraphs on page 3, lines 1 through 21, with the following section header and paragraphs:

~~Summary of the Invention~~

The present ~~invention disclosure~~ overcomes disadvantages associated with prior art aerodynamic vehicles having variable geometry wings by providing a variable geometry wing that changes between a first configuration for low speed operation and a second configuration for high speed operation, where the area of the wing in its first configuration is substantially larger than that of the wing in its second configuration. Although the variable geometry wing of the ~~invention disclosure~~ may be employed on a variety of different types of aerodynamic vehicles, the wing is described herein as being employed on an aircraft such as that disclosed in U.S. Patent No. 5,899,410, incorporated herein by reference.

The aerodynamic vehicle of the present ~~invention~~ disclosure is basically a flying wing. The wing is comprised of a pair of forward wing sections that are connected together for relative movement, and a pair of rearward wing sections that are also connected together for relative movement. The pair of rearward wing sections are also connected to the pair of forward wing sections, forming a four-bar linkage that surrounds an opening between the forward wing sections and the rearward wing sections. Thus, the flying wing aircraft does not have a fuselage, and no portion of the aircraft is positioned in the opening between the forward wing sections and the rearward wing sections.

3. Please replace the paragraphs on page 6, lines 9 through 19 with the following section paragraphs:

Further features of the present invention are set forth in the following Detailed Description ~~of the Preferred Embodiment of the invention~~ and in the drawing figures wherein:

Figure 1 is a schematic representation of a plan view of the flying wing vehicle of the present ~~invention~~ disclosure;

Figure 2 is a side elevation view of the vehicle of Figure 1;

Figure 3 is a plan view of the vehicle of Figure 1 as the wing sections of the vehicle move from their first relative positions toward their second relative positions; and,

Figures 4 and 5 illustrate further movements of the wing sections of the vehicle from their first relative positions to their second relative positions.

4. Please the replace the section header and paragraphs beginning on page 6, line 21 and continuing through page 7, line 19 with the following section header and paragraph:

Detailed Description ~~of the Preferred Embodiment~~

In the detailed description ~~of the preferred embodiment of the invention~~ to follow, the aerodynamic vehicle of the ~~invention~~ present disclosure is described as a flying wing. However, it should be understood that the variable geometry wing concept of the

~~invention~~ present disclosure may be employed on vehicles other than aircraft. For example, the variable geometry wing concept of the ~~invention~~ present disclosure may be employed on watercraft and on various other types of vehicles that move through the air. The description to follow of the variable geometry flying wing aircraft is intended to be illustrative only, and should not be interpreted as limiting.

Figure 1 is a schematic representation of the aerodynamic vehicle, or flying wing aircraft (12) of the present ~~invention~~ disclosure. The flying wing aircraft (12) essentially consists of a pair of forward wing sections (14, 16) that are connected together for relative movement, and a pair of rearward wing sections (18, 22) that are also connected together for relative movement. The pair of forward wing sections (14, 16) are also connected to the pair of rearward wing sections (18, 22), forming a four-bar linkage between the wing sections. The flying wing aircraft (12) has a longitudinal center axis (24). The left side forward wing section (14) and the left side rearward wing section (18) project laterally outwardly from one side of the longitudinal center axis (24), and the right side forward wing section (16) and the right side rearward wing section (22) project laterally outwardly from the opposite side of the center axis (24).

5. Please replace the paragraph on page 15, lines 9 through 17 with the following section paragraph:

As explained above, the aerodynamic vehicle of the ~~invention~~ disclosure, in the illustrative embodiment a flying wing aircraft, consists of pairs of forward and rearward co-planar joined wing sections which provide significant aerodynamic and structural advantages. The relative positions of the coplanar forward and rearward joined wing sections can be positionally varied to provide variable wing sweep, variable wing area, and variable wing aspect ratio such that the flying wing aircraft can maintain optimal aerodynamic performance as it changes its configurations as its mission changes between low speed cruise and high speed operations.